

Active Transportation and Livable Communities (ATLC)

Advisory Group Meeting

Thursday, May 16, 2013 – 1:30 PM – 3:30 PM

1500 Capitol Avenue, Hearing Room 72.167

Sacramento, CA 95814

Meeting Summary Notes

1. Welcome and Introductions

Alyssa Begley, Department of Transportation (Caltrans) Division of Transportation Planning, Office of Community Planning, opened the May 16, 2013 meeting and requested introductions from the members present and on the telephone.

ATTENDANCE

External Agencies

Alan Wachtel, California Bicycle Advisory Committee (via telephone)
Bob Shanteau, California Association of Bicycling Organizations (via telephone)
Carla Blackmar, Public Health Alliance of Southern California (via telephone)
Charles Alexander, Fehr & Peers for Alan Telford, ULI and Dave Synder, CBC
Chris Ganson, Governor's Office of Planning and Research
Jacquolyn Duerr, California Department of Public Health
Jim Baross, San Diego County Bicycle Coalition (via telephone)
Jennifer Armer, Institute for Local Government
Kendra Bridges, California Department of Public Health
Kenneth Ryan, Mt. Shasta Recreation and Parks District
Laura Cohen, Rails-to-Trails Conservancy
Melinda Coy, Housing and Community Development
Paul Zykofsky, Local Government Commission
Sarkes Khachek, Santa Barbara County Association of Governments
Terry Preston, WALKS Sacramento

Wendy Alfsen, California WALKS

Caltrans

Katie Benouar, Division Chief, Transportation Planning
Adam Fukushima, District 5 (via telephone)
Alyssa Begley, Community Planning
April Nitsos, Local Assistance
Aziz Ellatar, District 7 Transportation Planning (via telephone)
Brian Alconcel, Traffic Operations
Chris Ratekin, Community Planning
Clem Bomar, Rail
Colette Armao, Aeronautics
Dan McKell, Legislative Affairs (via telephone)
Dawn Foster, Local Assistance (via telephone)
Eileen Cunningham, District 3 (via telephone)
Elhami Nasr, District 7 (via telephone)
Emily Mraovich, Community Planning
Frances Lee, District 7 (via telephone)
Janice Benton, Acting Design

ATTENDANCE

Leslie Mazzeo, Community Planning
Mike Pickford, District 11 (via telephone)
Maureen El Harake, District 12 (via telephone)
Scott Sauer, Mass Transportation

2. Opening Comments

Katie Benouar, Division Chief, Transportation Planning, led the meeting. She thanked the Office of Community Planning for work on behalf of putting together the ATLC meetings. Recent staffing changes at Caltrans were discussed. The Design Division Chief Terry Abbott recently retired. Tim Craggs is the Acting Division Chief for Design. A permanent replacement will be found. Janice Benton from the Division of Traffic Operations is taking Tim's place temporarily as Acting Assistant Division Chief for Design.

Caltrans continues work on the California Transportation Plan (CTP) 2040. The ATLC will be kept apprised as the Plan moves along. The CTP 2040 Policy Advisory Committee met for the first time. The group includes some members of ATLC such as California Transit Association, California WALKS, California Department of Public Health, Department of Rehabilitation, and Local Government Commission.

The California Freight Advisory Committee was recently established. It was created in response to federal MAP-21 transportation reauthorization legislation. Caltrans is sponsoring the committee but working closely with Business, Transportation, & Housing Agency. There are more than fifty committee members who were selected to represent a fair balance of modes, community perspectives, livable communities, health, air quality, etc. Caltrans feels that the committee has a broad set of perspectives. The committee will meet quarterly to help develop the California Freight Mobility Plan. Caltrans will keep the ATLC apprised of the plan as it is developed. Regional freight priorities, goods movement issues, and funding needs will be coordinated through the committee.

Jacquolyn Duerr, California Department of Public Health, asked how the Freight Mobility Plan connects with the CTP 2040. How will they be integrated?

Katie Benouar, Division Chief, Transportation Planning, responded that they do interconnect and it is advantageous that the planning processes are happening at the same time. Some of the same stakeholders are involved in both plans and that integration helps. Caltrans is integrating the two plans by reviewing the overall policy and vision statements to ensure they are compatible and reflective of the two groups' input. In the area of modeling, we are looking at developing scenarios to model that show how the transportation system will develop in the future. Freight will be a part of some of those scenarios. Organizationally, staff work for both committees is within the Division of Transportation Planning under Deputy Director for Planning and Modal Programs, Kome Ajise, and the expectation is both plans will be developed together.

Kenneth Ryan, Mt. Shasta Recreation and Parks District, asked if there are any changes to Division of Transportation Planning's grant programs.

Katie Benouar, Division Chief, Transportation Planning, responded that Caltrans will keep grant programs consolidated, but is looking strategically at state priorities that need to be supported through the grant program along with responses to federal legislation. The ATLC will be kept apprised of any changes or updates.

3. California Bicycle Coalition Strategic Plan

Charles Alexander, Fehr & Peers, on behalf of Dave Snyder, California Bicycle Coalition (CBC), presented the PowerPoint [California Bicycle Coalition Strategic Plan](#). CBC's Strategic Plan is organized into a mission, vision, goal, and implementation strategies. The mission is "To enable more people to bike for safer, healthier and more prosperous communities for all." The goal is "To double cycling by 2017 and to triple it by 2020." Four Strategic Plan strategies include 1. Create robust bicycle networks and related infrastructure in communities throughout California, 2. Mainstream Bicycling in California, 3. Protect people who ride by improving the respect they receive from motorists and the legal system, 4. Grow the bicycle advocacy movement throughout California. In addition, CBC is hosting the California Bicycle Summit on November 7-10, 2013 in Oakland, California. Registration opens June 1, 2013. Contact Dave Snyder with any questions about CBC's Strategic Plan. The Strategic Plan is on CBC's website and handouts are being developed.

Brian Alconcel, Traffic Operations, asked Charles to expand on targeted California Environmental Quality Act (CEQA) reform.

Charles Alexander, on behalf of CBC, responded that a lot of that is working with local jurisdictions to revise level of service standards. You can remove bike lanes to add vehicle lanes, but you cannot do the opposite without having significant impacts in CEQA. The strategy is to work with local agencies to develop different ways of looking at the issue so it can be possible.

Wendy Alfsen, California WALKS, asked if having active transportation networks is compatible with the Strategic Plan.

Charles Alexander, on behalf of CBC, responded that it absolutely is in line with the Strategic Plan.

Bob Shanteau, California Association of Bicycling Organizations, commented that there is no such thing as a vehicle lane, it's a travel lane. He mentioned that the expectation is for bicyclist's is to ride on the right edge out of the way of cars. This is the problem as to why bicycling is not mainstream. We need to get the car lane paradigm out of people's minds through education. Bicyclist's use of travel lanes is normal.

4. California State Rail Plan

Clem Bomar, Division of Rail, gave an update on the [California State Rail Plan](#). The State Rail Plan establishes a statewide vision, sets priorities, and develops implementation strategies to enhance passenger and freight rail service in the public interest. The objectives of the plan support the state goal of an integrated multi-modal transportation network. This will be the first planning document that fully integrates the planned California High Speed Rail with the existing and proposed conventional and freight rail network. The plan is now in its final stages and Service Development Plans for each of the corridors are being developed and finalized. Outreach has been conducted through a comprehensive list of agencies and stakeholders. Five public workshops were held in February 2013 throughout the state. The final State Rail Plan is expected to be completed

by June 1, 2013 after it is presented to the Federal Railroad Administration and the Business, Transportation, & Housing Agency for approval.

Paul Zykofsky, Local Government Commission, commented about the chapter that addresses grade separation to better connect divided communities. From experience grade separation actually divides communities more because it eliminates at grade crossings that communities commonly use for pedestrians and vehicles to cross.

Clem Bomar, Division of Rail, responded that the grade separation projects Caltrans is looking at are at major thoroughfares where traffic has to wait for train to go by, emergency vehicles need to be re-routed, and/or to improve safety.

Wendy Alfsen, California WALKS, added that what helps traffic not sit there is often contrary to pedestrian, bicyclists, and transit rider's safety. Most people access rail stations from their communities by walking or other transit at at-grade crossings.

Clem Bomar, Division of Rail, responded that stations were looked at to ensure that they provided the ability for pedestrians, bicyclists, and transit users to get there.

Paul Zykofsky, Local Government Commission, added that we need to come up with better solutions to address pedestrian crossings of tracks. Pedestrians want to the shortest route to destination. The problem is not solved by grade separation because they are pedestrian unfriendly.

Kenneth Ryan, Mt. Shasta Recreation and Parks District, commented that nothing in the plan discusses bus connectivity north of Sacramento. It appears incomplete because rural areas and mountain counties are not accounted for. The plan should take a look at what it would take to bring freight trains to Redding and to provide more bus service in more rural areas in Northern California.

Clem Bomar, Division of Rail, responded that the legislature states that if a bus that connects to rail doesn't pay for itself it needs to be taken out of service.

Wendy Alfsen, California WALKS, asked what it would take to expand the plan outside of the original authorization to be able to address these broader connectivity issues.

Clem Bomar, Division of Rail, responded that there is legislation pending on when the next plan will come out. Bus service planning is ongoing and there are often policies put in place by bus association that pose challenges for starting a new bus line.

Kenneth Ryan, Mt. Shasta Recreation and Parks District, emphasized that if Caltrans put together a concept then local agencies could support and act on it.

Bob Shanteau, California Association of Bicycling Organizations, commented that the roads built under the tracks are built as if they were a freeway, when they need to be built as conventional roads with squared intersections so they can be easily used by pedestrians and bicyclists.

Jacquolyn Duerr, California Department of Public Health, asked if bike station support and onboard support for carrying bicycles was included in plan.

Clem Bomar, Division of Rail, responded it's not specifically in the plan, but Caltrans is doing activities, such as modifying cars to take bicycles. The Capitol Corridor is taking lead on this. The

ridership and bike space needed is difficult to predict so the possibility of making bike reservations was looked at. Station support and bicycle parking facilities was also looked at. A specific plan as to how this will be dealt with was not done. No particular bicycle group was included on Advisory Committee, but if a group contacted them they would have given a presentation.

ACTION: These notes will be forwarded to Clem Bomar for future reference.

5. Project Development Procedures Manual

Janice Benton, Acting Assistant Chief, Design, presented on the progress of the Project Development Procedures Manual (PDPM). There is an action item in the Complete Streets Implementation Action Plan regarding updates to the PDPM. Specific items were completed such as the Planning Scoping Checklist (Appendix L) and updates to Chapters 3, 8, and 9. No progress has been made on Chapter 31, the non-motorized section. The ATLC was asked to provide feedback on any specific sections that needed updating regarding complete streets. The Purpose and Need section will be the next focus, but it's been difficult to make it a priority item. Feedback and suggestions can be submitted anytime. It's an ongoing process and changes are always accepted.

Wendy Alfsen, California WALKS, emphasized that the Purpose and Need is still a high priority. She stated that an integrated complete streets approach is suggested for PDPM revisions.

6. Construction Evaluated Work Plan for Bicycles

Janice Benton, Acting Assistant Chief, Design, presented on the progress of the Construction Evaluated Work Plan for Bicycles. As a result of AB 819, passed last year, Caltrans is establishing a procedure for exceptions in areas of the streets and highways code related to design and development of bicycle projects. This will fill the gap for an experimentation process for bicycle facility projects not on state highway system and not receiving federal funds. Caltrans is charged with coming up with the procedures by June 30, 2013. The process works by a sponsoring agency approving a design exception to the design guidance they follow, usually the Highway Design Manual. Then to get it through the experimentation process, the sponsoring agency will submit a proposal to the California Bicycle Facilities Committee (CBFC). The CBFC will provide feedback on the proposal. The facility will be built then a report will go back to the CBFC who will determine if the experiment should become a standard in existing design criteria. The CBFC consists of the Caltrans Division of Design, Caltrans Traffic Operations, Caltrans Local Assistance Bike Program, League of California Cities, California State Association of Counties (CSAC), and the California Bicycle Advisory Committee (CBAC).

Wendy Alfsen, California WALKS, asked if consideration being given to having a complete streets evaluation or representation from other modes on the CBFC so that potential conflicts such as ADA, transit, biking, walking, and cars all sharing the same space can be considered early on. Wendy suggested Tom Masson from CSAC would be a good representative with multiple view points. She suggested putting specific language in the membership criteria to address this.

Janice Benton, Acting Assistant Chief, Design, responded that at this point no other members will be added. It is the hope that the representation by the various agencies will represent all modes.

Terry Preston, WALKS Sacramento, commented that there is usually a push to get things approved so quickly that mode conflicts often get overlooked. He suggested there during the CBFC review there should be clear discussion on certain conflicts despite representation. Janice Benton, Acting

Assistant Chief, Design, confirmed that this is the feedback and intent of the CBFC.

Wendy Alfsen, California WALKS, asked how street design experiments such as curb extensions outside of traffic operations, bicycle facilities, and HDM standards move forward. Janice Benton, Acting Assistant Chief, Design, replied that it has to fall into one of two categories.

Jim Baross, San Diego County Bicycle Coalition, asked if it is true that the process being proposed does not mirror California Manual on Uniform Traffic Control Devices (CA MUTCD) experimentation process. In the MUTCD process the sponsoring agency is given authorization to experiment somewhat covering potential liability. The Construction Evaluated Work Plan process does not provide that level of approval. Janice Benton, Acting Assistant Chief, Design, replied yes, this is correct.

Jim Baross, San Diego County Bicycle Coalition, responded that this is a problem because local agencies will be less likely to come forward and try out new things. He also commented that establishing the CBFC is duplicative of CBAC who already is chartered to provide review and recommendations for the HDM and MUTCD. Janice Benton, Acting Assistant Chief, Design, replied that changes were not made and the committee is still the same.

Alan Wachtel, California Association of Bicycling Organizations, reiterated what Jim Baross stated and added that this process is not responsive to the legislation. The intent was to establish an experimental process overseen by Caltrans parallel to the one for the CA MUTCD.

Terry Preston, WALKS Sacramento, added that there are specific engineering expertise that needs to be brought to the table to determine how safe an experimental facility is. There is a feeling that that is not present on CBAC so the CBFC that would have these expertise and knowledge is needed.

7. Complete Streets Implementation Action Plan Update

Chris Ratekin, Community Planning, presented on the Complete Streets Implementation Action Plan (CSIAP) update. In 2010 Caltrans developed the CSIAP to implement Deputy Directive-64-R1: Complete Streets across all functions within the department. The CSIAP has 73 action items that are organized under seven categories with six high priority actions. The [Fact Sheet Summary](#) provides an update on the progress over the past three years and gives highlights of accomplishments in FY 12-13. We have now wrapped up the 2010 CSIAP and the [FY 12-13 CSIAP Final Status](#) chart shows the final status of each action item. We are now in the process of updating the Action Plan for another two to three year window and we will hold meetings with each Caltrans program to identify what else can be committed to. Unresolved issues will be brought forward and discussed again. The Steering Committee has dissolved and the TAC will report to the four deputies (Planning and Modal Programs, Project Delivery, Maintenance and Operations, and Finance) who will report to the Caltrans Executive Board. The ATLC was asked to share any issues, concerns, comments, or recommendations for the update.

Jacquolyn Duerr, California Department of Public Health, asked how performance expectation is documented for Deputies who are responsible for these efforts.

Chris Ratekin, Community Planning, replied that an initial recommendation was for performance measures to be incorporated into those managers performance agreements, but it this recommendation was not well received. Program review is seeking to make managers accountable.

Jacquolyn Duerr, California Department of Public Health, urged building in what the steering committee embodied onto some kind of management reporting. She also commented that the status chart shows a significant number of training is marked to be removed. The Healthy Transportation Network surveyed Caltrans staff statewide in 2010 and the results showed an uneven understanding across the internal structure which needs to be attended to.

Chris Ratekin, Community Planning, mentioned that quite a lot of courses have continued to be given since 2010. The focus was first on the high priority action items in order to get to the outreach and awareness items. We used the information from the Healthy Transportation Network to push training forward. Currently, Planning is working on an overview training for complete streets which will be rolled out to Caltrans districts over the next year. We also hope to talk to each program about committing a module in each academy of how their work relates to complete streets.

Kenneth Ryan, Mt. Shasta Recreation and Parks District, asked about the relationship of Caltrans to business routes or historic routes that run through towns. Does Caltrans have responsibility for maintenance and how to they work with local jurisdictions?

Chris Ratekin, Community Planning, replied that if it's a state route that has not been relinquished to the local agency, then Caltrans is responsible. The district planners have a concept report for the route which would reflect the segment that is a main street. Caltrans also has main street guidance that explains a variety approaches that are possible on a main street. Caltrans is should be working in partnership with the local community and local jurisdictions should be working with district offices. **Action Item: Chris Ratekin will send the Main Streets Guidance to Ken Ryan.**

Terry Preston, WALKS Sacramento, asked for a follow-up evaluation in a few years that shows the results of each action items that was completed.

Chris Ratekin, Community Planning, replied that one of the high priority action items is to gather better data and performance measures. However, Caltrans doesn't consistently do before and after measurements often due to financial constrains and staffing. But this question keeps coming up and we need better data and benchmarking of what is out there right now. This remains an unresolved issue that is not going to go away. If you have any recommendations, pose them.

Melinda Coy, Housing and Community Development, stressed the value of reporting results.

Wendy Alfsen, California WALKS, reported that a motion was passed in the senate budget review sub-committee to not transfer the 6 positions from complete streets to PIDs/Native American. There was debate among legislature staff about the status of the plan and if complete streets has been fully integrated within Caltrans.

Laura Cohen, Rails-to-Trails Conservancy, further added to Wendy's comment. She agrees that if there is no accountability with upper management, complete streets efforts will not be a priority. She is concerned that with the shift in staff and dismantling of the Steering Committee there will be a loss in focus and slow down the progress.

Paul Zykofsky, Local Government Commission, asked if it was possible to provide input to the complete streets training curriculum that Caltrans is developing.

Chris Ratekin, Community Planning, will have to consult with the Office of Workforce Development (OWD). The training is for Caltrans staff so it has to show the big picture of

complete streets, but it also has to provide direction and tools to show the participants how to use the information in their jobs. This is a cross functional training within Caltrans, which is rarely done, and it provides many challenges.

Colette Armao, Aeronautics, added that about five years ago OWD hosted a conference in which all Caltrans training managers came together to break down barriers in training. It was set up so that cross functional units were able to discuss issues, but with budget cuts nothing got implemented.

Chris Ratekin, Community Planning, responded that any additional issues, concerns, suggestions or recommendations can be emailed to herself or Alyssa Begley.

8. ATLC Representation

Katie Benouar, Division Chief, Transportation Planning, moved the ATLC Representation item to next meeting. Alyssa Begley, Community Planning, stated that a survey was emailed to ATLC members on May 6, 2013 about a desire for representation on ATLC. **Action Item: Alyssa Begley will re-send the e-mail.**

9. Open Discussion and Closing Remarks

Katie Benouar, Division Chief, Transportation Planning, thanked everyone for their comments and feedback. She mentioned that there is a lot of challenging items to think about as we move forward. The next ATLC meeting is on August 15, 2013 at the Secretary of State Building on the corner of 11th and O, second floor.

Future Agenda Items:

ATLC Representation

Next 2013 Meetings – August 15, November 21

Caltrans Contacts

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